

# Hongkong Daily Press.

ESTABLISHED 1857.

13,261 號壹十陸百貳千叁萬壹第 日伍拾月捌年六十二緒光 HONGKONG, SATURDAY, SEPTEMBER 8TH, 1900. 陸拜禮 號捌月玖年百九千壹英港香 PRICE \$2½ PER MONTH

Now Advertisements will be found on page 4.

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It is the best and healthiest drink for you, your family and your friends, that money can buy. It keeps in perfect condition a long time, and climate or weather changes do not affect it.

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HONGKONG DISPENSARY.  
ESTABLISHED 1891. [a1632]

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WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong for over half a century.  
Apply to G. C. ANDERSON,  
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SQUARE BOTTLE WHISKY  
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.  
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This World-renowned Fine Old HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 31, Praya Central.  
Hongkong, 26th July, 1897. [a3]

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PRICE \$10.75 PER DOZEN  
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"SPECIAL BLEND" WHISKY  
Blend of Selected Distillations of the Finest Scotch Whiskies  
Apply to  
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TIME TABLE.  
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7.30 a.m. to 8.30 a.m. Every quarter of an hour  
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Hongkong, 1st May 1899. [a1093]

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PORTLAND CEMENT.  
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SHEWAN TOMES & CO., General Managers.  
Hongkong, 2nd July, 1900. [1896a]

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Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal)  
LAITS, WEGENER & CO. Sole Agents.  
Hongkong, 17th May, 1895. [1521]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,**

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$16.75 per doz. DOURO PORT.

Less old than the above. \$14.25 PER DOZ.

THE ELITE OF WHISKY.—A fine, full, and fruity wine.

THE "PALL MALL," AMOROSO SHERRY.

\$20 PER DOZ. \$20 PER DOZ.

11 Years old; the finest quality shipped. LA TORRE SHERRY.

Each bottle bears an Analyst's certificate. \$16.75 PER DOZ.

C. P. & Co.'s OWN SPECIAL A natural and most pleasant wine to the taste.

BLEND WHISKY, BENEDICTINE LIQUEUR—

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RASPBERRY. BLACKBERRY. STRAWBERRY. LEMON. LEMON SQUASH. PEACH. ORANGE. PINEAPPLE. CHERRY, &c., &c.

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One of the most popular Brands in ENGLAND and the UNITED

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WHITE CANVAS BOOTS and SHOES, &c., &c. [35a]

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OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

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AMERICAN, ENGLISH and GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.

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SIMPLE AERATED WATER. LEMONADE. SARSAPARILLA. TONIC WATER.

SODA WATER. GINGER ALE. RASPBERRYADE. LEMON SQUASH.

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Hongkong, 4th September, 1900. [2348]

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Apply to—  
MANAGER.  
Hongkong, 1st September, 1900. [2324]

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No. 11, LEE YUEN STREET, EAST. Hongkong, 26th July, 1900. [2074]

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15 to 25 percent Discount Allowed [1636]

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The Rates of Premium for Home and foreign residence are very moderate and consistent with the risk. Immediate reduction to Home Rate on return to Europe or other temperate climate.

For Proposal Forms, rates, and full particulars, Apply to

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Agents Hongkong, 9th November, 1899. [3—1878]

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**HONGKONG HOTEL**

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported especially from Europe and America.

Electric Lighting in the Billiard Rooms.

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CHARGES MODERATE. [44]

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Hongkong, 2nd July, 1900. MANAGER. [1025]

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A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS for \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

**THE CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate. A. FONSECA, Manager.

Hongkong, 1st December, 1899. [46]

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(ESTABLISHED 1873)

**MACAO.**

THIS First class and well-famed establish-ment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Com-fortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

Terms very Moderate. L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1914]

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SEAMEEN-CANTON.

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Excellent Cuisine and best Wines.

The Hotel's Boat boards all Steamers on their arrival and departure.

Telegraphic address "VICTORIA, Canton."

A. B. C. and A. I. Codes used.

MADAR & FARMER, T. F. DA CRUZ, Proprietors.

Hongkong, 16th November, 1899. [44]



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON &amp; CO.,

LIMITED.

WINE MERCHANTS.

Established A.D. 1841.

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Per Case	Per Doz.	Per Bottle
B. St. ESTEPHE, Red Capsule	8 6/6	7 5/6
CST. JULIEN, Red Capsule	9 00	9 60
D. LA ROSA, Red Capsule	12 96	13 92
CHATEAU HAUT BRION LAFITE	18 60	19 20
CHATEAU MOUTON D'ARNAUD	21 00	22 20
CHATEAU PONTET CADET	25 00	—
CHATEAU LA TOUR CARNET	30 00	—
CHATEAU RAUZAN	42 00	—
CHATEAU LAFITE	48 00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

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A. S. WATSON &amp; CO., LIMITED.

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ONLY communications relating to news columns should be addressed to THE EDITOR. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of "DAILY PRESS" should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS—A.S. Code.  
P.O. Box 33. Telephone No. 12.

## MARRIAGE.

On the 5th September, at Hongkong, HERMANN LANDESKY to ANNE SCHONZANN. (2879)

## The Daily Press.

HONGKONG, September 8th, 1900

No two nations are apparently more unlike than the United States and Russia. Politically they occupy two opposite poles; one the greatest democracy, the other the most pronounced autocracy which the world has yet seen. It might be supposed that their aims and their methods would be as diametrically opposed as are the principles of their governments; and yet on the whole we have to remark on their similarities rather than on their differences. The United States are big, and so is Russia; each in proportion to the space occupied is thinly populated, yet, counted by individuals, both take the highest rank amongst nations. Both amongst nations are intensely aggressive and both are remarkably careless of the good opinion of others; selfishness of the most pronounced nature is the actuating motive with both, and we see its effects in the efforts each is making to raise around itself a barrier of exclusiveness, and render itself independent of the rest of the world. The cord of protection duties which the States have erected round their coasts is presented in Russia by the steps she is taking to prevent the access of the world to her Siberian territories; and the recent attitude of America with regard to the proposed Nicaraguan Canal is not unlike that sought by Russia in exploiting for her own sole benefit the Chinese Empire. But in other and at the moment less important matters the common likeness daily crops up. Russia and the United States are great and powerful nations,

and fear is one of the last things we should expect from either; yet a nervousness, whose nearest analogue is fear, seems to have taken possession of both. The States recently annexed the island of Puerto Rico, a small West Indian dependency, whose area is some 3,600 square miles, and population 800,000. The States themselves have an area of some three million square miles, and a population approaching 70 millions; and it might be supposed that even if the conditions were alike the people of the States would have little to fear from their small dependency, in an industrial or any other direction; or at least, if the conditions in the country at large were so insecure as to warrant alarm, that the States would feel some shame in showing it to the world. Japan is an island nation in the Pacific, with an area of some 160,000 square miles, and a population of about 42 millions, as compared with Russia, which, extending over eight million square miles, has a population of 130 millions, and has the largest force of trained soldiers in the world, numbering in peace time some 360,000 men, but capable of being raised to upwards of three millions. It might be supposed that Russia need have no fear of Japan, or that, if she had, she would be the last to proclaim it to the world. Yet in both cases we should be mistaken, and the result would seem to show that there must be some great and fundamental difference between man as an individual, and man when congregated into nations. It has struck most political thinkers how strange are the arguments that sway nations, and how very insignificant they appear when put to the test. We have spoken of the similarity of the so-called protective systems of Russia and the States—how Russia fears that the introduction of a few English goods into her Asiatic territories would interfere with her financial stability, and how the States with the best facilities for manufacturing of any country in the world yet shuts herself up and refuses to admit her friends and neighbours. That Great Britain can produce some things better and cheaper than the States is a self-evident proposition; and it might be supposed that the States as an eminently commercial nation would prefer to go to the cheapest market for her goods. Instead of this the more eminently unsuited she is to produce anything, the higher duty she places on it, so that her people may have to pay so much the bigger price for it. This is her present fad, and of course we have nothing to do with it, but smile at a nation that can so waste her resources on that which profits her not. That the idea is deep-seated we may conclude by the high price the States are willing to pay for it; but that it should have sunk so deeply as to become the source of mortal terror, we were hardly prepared to conceive till the result of debates in Congress showed how dangerous was the precipice along which the States were gaily advancing. The new danger was, we were informed, that the 600,000 inhabitants of Puerto Rico with their cheap labour were going to upset the industrial resources of the 70 millions of the States, and reduce the entire country to their own degraded level. This is no fancy sketch of the evils which the rule of an ignorant and prejudiced class is bringing down upon the United States. To mention the case in plain language is to demonstrate its sheer absurdity; yet it is not more absurd nor more dangerous to the well-being of millions than the latest cause of apprehension in the Empire of the Tsar. Russia following up the policy foreshadowed by the great Peren has been advancing by gigantic strides across the continent of Asia, and Europe has been looking on, and on the whole approving. But Russia's progress has brought her into contact with another civilisation as active as her own, and in many respects as advanced. Japan, who for centuries had shut herself out from all her neighbours, had, against her will, it is true, been induced to open herself out; and this she had the good sense to do in such an effective manner that in a few years she has brought herself to be almost on an equality with the first-rate Powers. But though Japan was powerful she had learned her task too well not to perceive that her true policy was not one of encroachment, while at the same time she indicated pretty clearly that she expected to be left at peace at home, and was prepared to guard herself from encroachment from without. Russia's first feeling on coming into contact with her neighbour was one of astonishment that she did not at once get out of the way, but better feelings gradually came to the front and it was hoped that the good sense of the Tsar would prevail, and that Russia would quietly set herself to put in order her vast and unimproved territories. Unfortunately a lower stratum has been exposed, and we find a return to the old position; even so we must express our surprise at the manner in which Russia elects to appear. Had she tried to make herself ridiculous in the eyes of the nations she could hardly have adopted a better plan than to express herself apprehensive of Japan. The very expression carries its own refutation. Russia can hardly have intended to imply that she

is really apprehensive of invasion from Japan; yet if she means otherwise she is placing her own thoughts in a very ugly light. If Japan is not going to invade her, of what has she to be afraid? We fear that the true explanation is that Russia has been plotting to aggrandise herself at the expense of Japan; and finding that Japan is too formidable to be attacked with impunity, she assumes the role of the injured individual. Such a part is manifestly unworthy the prestige of a nation such as Russia, and did we not know how wonderful a thing is international ethics, we should hesitate to believe it without the strongest of evidence. After all, the Millennium is not yet come, nor does the new century afford any symptom of its approach.

During the 24 hours preceding noon yesterday there were reported no fresh cases of plague or deaths.

Two Lukangs were brought before Mr. Hazeland yesterday charged with assaulting a man who now lies in the Tung Wa Hospital in a dying condition. They were remanded.

For not keeping his store (No. 18, Western Market) clean a seller of boiled beef was yesterday fined \$10. Market Inspector Cotton said he had to get coolies himself and set them to wash the store.

The coxswain of Blackhead's launch has been fined \$50, or two months, for plying without a license. Sergeant Gough caught him towing a rice junk, the master of which told the Sergeant that he had undertaken to pay the defendant \$140 for doing so.

At the Magistracy yesterday, the hearing of the charge against five Chinamen, arrested for taking part in an armed robbery on the 28th July at Tung Chun Tsing, near Kowloon City, was resumed. After having heard the evidence His Worship discharged two of the prisoners, and the other three are to be tried at the next Criminal Sessions.

We draw our readers' attention to the advertisement appearing in another column of the Victoria Recreation Club's Aquatic Sports, which commences on the 20th September and concludes on the following day, entries closing on the 13th for the four lengths' scratch race (open to Army, Navy, and Police) and the 200 yards (six lengths) championship of the Colony. The latter race is open to all comers.

Ip In Yeung, a salesman, appeared in the dock yesterday charged with obtaining \$100 from the Tin Hing shop, 57, Queen's Road East, by falsely representing that he was the owner of the Sun Li and Sun Wo shops. Ho Chik, the blacksmith for the Sun Li and Sun Wo, said the defendant came and ordered 70 swivels at \$2 each. He only made 58. The defendant said he was *joli* at the Tin Hing shop. Witness delivered the articles to the Tin Hing shop, and when his firm sent for the money the Tin Hing people said that the defendant had got the money, he having said that he was the master of the Sun Li and Sun Wo shop. The accountant for the Tin Hing shop said the defendant called at their place for orders. Witness ordered 50 swivels and the defendant brought 58.—Evidence as to the payment to the defendant of the money in question was given, and the defendant was sent to prison for six months.

A battle royal took place between some domestic servants and rickshaw coolies at Kowloon on Tuesday morning. The rickshaw coolies seem to have got the worst of the encounter, and accordingly the domestics appeared in the dock yesterday to answer a charge of assault preferred against them by Tan Hung, one of them. Tai Ehun, house coolie, Canton Villas being also charged with refusing to pay a legal fare. The second defendant was Ho Leung, servant boy, Granville Avenue. The complainant said that between 11 and 12 on Tuesday morning the first defendant engaged his rickshaw. He took him to the eight houses (Granville Avenue) and he was offered two cents as fare. This he refused to take. The first defendant then waved his hand and ten men came. Among them was second defendant. Both defendants struck him.—Another rickshaw coolie bolted.—The first charge was dismissed. For the second offense the defendants were each fined \$5.

The masters of two steam launches appeared before Mr. Hazeland yesterday, charged with carrying more passengers than the numbers mentioned in their licenses. In the one case Tang Kau was the defendant, his launch being the *Wang Pook*, of which "California Mary" is the owner. The launch is chartered by the Government to carry stones. Sergeant Ashmore said that at 8.20 a.m. on the 5th inst. at Tai Tung Cheung, he boarded the *Wing Fuk* and found she was carrying 45 passengers in excess of the number allowed. There were five launches altogether, all going to San Chun. There was another one with an excess of passengers, but the rest could have carried 20 or 30 more each. The fare was 40 cents.—Mr. Thomson, who appeared for the defence, admitted the excess, but said that before the launch started the master had sent for another launch to take off the excess, but that two police sergeants who were on board would not wait. A fine of \$100 was imposed. The second launch was the *Yut Shan*, which had 35 passengers in excess. The master was fined \$70.

There arrived in Singapore by the *Gleigle* on the 31st ult. from Europe nine police constables—two from the Metropolitan force—for the Straits Police Force. The men will be stationed at Singapore for some time.

We received yesterday morning from Mr. Rousevelts Willman, U.S. Consul-General, the following Typhoon Warning, dated Manila Observatory at 6 o'clock p.m. on the previous day:—"The depression E. S. E. or E. of Manila is apparently moving slowly." Later we received this second Warning, issued at 9.35 o'clock a.m. yesterday morning:—"The Typhoon probably E. or E.N.E. of Manila seems approaching Luzon."

A telegram from Mr. Komura, the Japanese Minister at St. Petersburg, to the Japanese Foreign Office, states that an Imperial Ordinance was issued on the 4th ult. decreeing that the affairs in China required a special appropriation of money, the Russian Government has been obliged to raise the Customs Tariff, and that the Existing Customs Tariff, on the goods imported into Russia would be raised by between 10 and 30 per cent. The telegram added that the rate of duty on rugs and earthenware had been raised by 30 per cent., and the rate on silk, porcelain, and ivory by 10 per cent. No change has been made in the duty charged on other Japanese goods. The Imperial Ordinance took effect on the 5th inst.

It was originally announced that the two submarines *Le Francisc* and *L'Algerien* would be put through their trials, the one at the beginning of August, the other in October. This statement is not quite correct. The exact amount of progress made with the work on these two vessels is kept a profound secret, but it seems that *Le Francisc* will not be ready for her trials till September, and *L'Algerien* not till November at the earliest. It is an undoubted fact that for a long time the work on these submarines has been carried on with redoubled energy; so the delay may be due to some important modifications that are being introduced into their structure. These engines of destruction, of which so much is expected, are being built in the Caschun Dock, over which sentries keep watch night and day. The precaution taken to ensure secrecy have been redoubled since somebody, without obtaining the sanction of the authorities, succeeded in taking photographs of the submarine *Narval*, built here last year, which photographs were sent to the paper *L'Illustration*.

At the Magistracy yesterday three market coolies were charged on remand by Wong Kwok Pun, keeper of No. 57 stall, Central Market, with upsetting and damaging his stall. Mr. Hays appeared for the complainant, Chun Wing, a coolie employed at stall No. 58, said he remembered the morning of the 31st August. At about eight o'clock he saw a coolie, who was being chased by several other coolies, run into the Yuen Wo shop, No. 57. They were armed with bamboo, spades, and brooms. The three defendants were among the assailants. A scuffle broke out and the stall was upset, several silver dollars and some ten cent pieces which were in the fill rolling on to the ground.—His Worship: Did you see these men in the act of throwing over this stall?—Witness: I could not say. There were seven or eight there.—Wong Kwok, in the employ of the complainant, said he went to the top for some water and the first defendant would not let him get any, saying it was too late. Witness then began to abuse him, and asked, "By what right do you stop me from drawing water?" They then had a fight, and on some of the first defendant's friends coming on the scene he ran away. They followed him into his master's shop. The first defendant threw a weight at him and hit him in the chest, and the third defendant struck him with a broom. They then upset the counter.—The defendants were each ordered to enter into a personal bond in the sum of \$50 to keep the peace for six months.

To the new American *Eldorado* at Cape Nome the usual rush to be first in the field, hastened place. It has been estimated that fifty thousand will go from America this year, and some estimates double this number. The volume of this outflow can be appreciated by comparison with the Klondike rush. In 1899, twenty-six thousand went to the Klondike and the following year only six thousand two hundred. All these thousands are going to a country which produces nothing to sustain life, where fuel and lumber must be brought from a distance, where the cold is fearful, the sanitary conditions necessarily bad, the valuable claims already taken, and the only goal a vague but alluring promise of riches. That there will be suffering, and a homeward scramble, nobody who has ever watched the birth and death of a mining fever can doubt. By the end of May more than twelve thousand had sailed for Nome. Up to June 10th there had started, or been scheduled to start, twenty-one steam craft and thirty-two ships and schooners, with a capacity of from fifty to twelve hundred or over. Eight ships, with accommodation for one thousand each, are expected to make four round trips, these vessels alone being counted upon for the rush is general, not alone by reason of fabulous accounts, but the absence of privations from the journey, says a writer in the San Francisco *Argonaut*. It does not come from the United States wholly for Australia, Chili, Peru, Russia, and Scandinavia each furnish a quota, and from the presence of these along there is certain to arise turmoil and litigation. In view of this many larger have joined the procession, intent not upon prospecting, but upon fees. For a time the rude justice of a mining camp may prevail, but this must give way to statutory procedure, and history teaches that in legal claims the long purse wins.

Rabies has appeared at Kuala Lumpur. All dogs found at large there have been ordered to be killed.

The Straits Government Notification whereby Sydney, New South Wales, was declared an infected port on account of plague has been rescinded.

Among the tourists expected in Java from Europe this month is Professor Haeckel, the renowned biologist. He intends to spend some time in studying tropical flora.

There is reason to believe, says the *Globe*, all rumours notwithstanding, that M. Louis de Rougemont is not the Shanghai correspondent of one of our morning contemporaries.

Messrs. Melchers & Co., agents for the Norddeutscher Lloyd Co., inform us that the German transport *H. H. Meier* left Singapore on Tuesday afternoon last and is due here tomorrow, the 9th inst.

According to the *Argonaut* of San Francisco thousands of muskrat rifles have been smuggled into China in coffins supposed to contain the bones of deceased Chinese being returned for interment in their native land.

A very fine lightning display was witnessed yesterday evening over Kowloon, commencing between 6 and 6.30 p.m. The flashes were quite vivid in spite of the fact that the sunset had not died out of the sky. The display continued after the storm subsided.

A correspondent writes to point out that the Whitehead whose name appears in the new Bluebook is, of course, Mr. J. B. Whitehead, Secretary of the British Legation at Tokyo. Mr. T. H. Whitehead was well on his way to St. Petersburg when the correspondence alluded to was proceeding.

Various authorities in the United States have been pursuing a policy exterminating birds. The State of Maine has spent \$2,400 in attempts to destroy crows. The hardy English sparrow thrived so well in Illinois that \$11,000 was expended in five years on efforts to wipe out the little emigrant, and Michigan spent \$12,360 on the same crusade. Pennsylvania in two years devoted \$18,000 to destroying owls and hawks. Now the Department of Agriculture at Washington has come to the conclusion that the best policy is to protect and encourage useful birds.

Our humorous southern contemporary *the Courier d'Haiphong*, publishes in the last issue to hand, *Un Projet de Partage* for China, with an illustrative map. From this it seems that when the partition of China takes place Russia is to have Mongolia and Manchuria, France Yunnan and the two Kwang, Japan Fokien, Germany the zone between the Hoangho and the Yangtze, and the United States the section between this and Fokien. England will take—Thibet! "This voracious nation has no claim to the lion's share. She is about to conquer the Transvaal gold-mines, and it is not Europe's fault if this war condemns Britain to a long period of impotence. She can have Thibet; it is more than she deserves." Is not the *Courier* afraid that its Haiphong readers may fall to see that a jest is intended?

The *Locomotive* tells a strange story of native folly in East Java. In the jungle near a village, a wild bear and a sow had taken up their quarters. They were not shy and went in and out of the village cultivation plots without harming anybody. The villagers could not account for it except by believing the beasts to be possessed of good spirits. The result is that these swine are reckoned to be holy and are worshipped by the villagers, despite their Mohammedan prejudices. Finally, healing powers were ascribed to the swine. When a villager wants to consult them for medical purposes, he goes to the jungle with pig-feed and a bucket of water and puts them down. The pigs have a feed on the stuff and quench their thirst at the bucket. The patient then takes the water left and drinks it as an unfailing remedy against, for instance, fever.

Another instance of "marrying in haste, and repenting at leisure" has just come to light at Singapore, where, on the 31st of last month, a Siamese young gentleman shot the lady of his choice, and made a feeble and unsuccessful attempt on his own life. From the particulars given in the Singapore papers we learn that the pair met in London where the young lady was pursuing her studies. The love-at-first-sight sort of marriage resulted, contrary to the desires of the lady's parents who, becoming aware of the clandestine union, called to the Siamese Government. The husband was ordered to return to Bangkok. The young lady arrived in Singapore by the *Sauki Maru* on the 27th ult. and there met her husband, who wished her to proceed to Bangkok. But by that time her love had changed, and so had all her desires to settle down in her new Oriental home. She felt no time in booking a first-class return passage to England by the *Kanawaga Maru*, and it was on the deck of that steamer that the Siamese shot his wife, and placed the revolver in his mouth, evidently with the intention of blowing out his brains. They had dined together on board, and so far, nothing has been elicited to show what happened between them till they reached the deck, when almost immediately a report was heard. The Captain at once rushed to the spot, dashed the revolver from the would-be suicide's hand, and attended to the lady, who was in a very critical condition, having two pistol wounds on the forehead. She was removed to the General Hospital with all convenient speed, and the husband was placed under arrest.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

AMOT, 7th September, 5.40 p.m.

## THE AMOY AFFAIR—LATEST NEWS.

All the foreign guard is withdrawn from the Concession, and Kulangsu is patrolled by Chinese soldiers. Seven war vessels are present in the harbour.

London, 6th September, 9.10 p.m.

## ADMIRAL SEYMOUR ON HIS EXPEDITION.

Admiral Seymour's official report states that the opposition of the Chinese and the connivances of the Imperial troops made the failure of his attempt in June to reach Peking inevitable. He accepts all responsibility for undertaking the expedition and for its conduct to an issue.

## GERMAN AND AMERICAN OFFICERS COMMENDED.

He gratefully acknowledges the co-operations of the other allies, and specially mentions the valuable services of von Usedom and McCalla.

## BETTER PROSPECTS OF SETTLEMENT.

Washington officials state that better prospects now exist of an agreement about China.

## THE AUSTRIAN EMPEROR AND JAPANESE GALLANTRY.

It is stated that the Emperor of Austria in an audience granted to the Japanese military attaché in Vienna flatteringly referred to the gallantry of the Japanese troops in China.

## REUTER'S SERVICE.

LONDON, 3rd September.

## THE CRISIS IN CHINA.—

## BRITISH REINFORCEMENTS.

The fourth Indian Brigade has been ordered to proceed to China immediately.

## THE SOUTH AFRICAN WAR.

The Boers have occupied and looted the town of Ladybrand, but have abandoned the siege. The British garrison is entrenched on the hill-side. The casualties in South Africa for the week ended 25th August amount to 26 officers and 504 men, the greater part of which were incurred in the advances on Mafeking.

General Carrington has arrived at Bulawayo. Commandant Grobelaar is still negotiating a surrender.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The transport *Ladybrand* (No. 43) arrived yesterday morning from Calcutta, which she left on the 26th ult. She brings the 1st Wing of the 4th Punjab Infantry (5 British and 9 Native officers, 354 N.C.O.'s and men, and 74 followers, with horses and mules); D. Section 51st Native Field Hospital (one British officer, 7 men, and 62 followers); and of the staff of the Third Brigade one British officer, one man, and 8 followers.

The transport *Dalhousie* and *India* left yesterday with the remainder of the Hongkong Regiment for Weihaiwei. Lieut.-Col. Reddick and Lieut. Mobley and Barrett proceeding with the right wing on the *Dalhousie*, and Capt. Anderson and Lieut. Hutchison and Rudkin with the left wing on the *India*. The transports were inspected by Major-General Gascogne at 8 a.m. before their departure.

The transport *Nairana* returned from the north yesterday morning. The German gunboat *Luchs* arrived in the harbour yesterday from the south.

The German transport *Aachen* and French transport *Saint* left yesterday for Taku.

## TIENTSIN.

A Japanese official report from Lieut.-General Yamaguchi, dated August 22nd, states that on the 19th inst. the British and Japanese troops garrisoning Tientsin made a reconnaissance in the vicinity of Kwakson and engaged the Chinese. The cavalry encountered about 500 Boxers at Bushow, south of the river, and drove them off with the loss of about 70 killed. The infantry encountered about 400 Boxers at Kwakson and dispersed them. They retreated to Shobensho. In this affair 40 of the Boxers were killed or wounded. Only one man was wounded among the Japanese troops.

## ARREST OF A SECRET SOCIETY LEADER.

Wang Ching-ling, a Hunan ex-General, has just been arrested at the Kiangnan forts, says the *N. C. Daily News* of the 1st inst. H.E. Viceroy Liu Kung-yi had a reward of Tls. 1,000 out for his arrest. He was once caught at Kiangnan, but escaped to Shanghai. He was traced to Shanghai and a few days ago arrived thence at Kiangnan, and was enrolling men from the camps in a secret society. He was at once sent to Nanking, where the executioner awaits him.



Hongkong; or from the different Documents translated from or Colloquial Chinese.



## NEW ADVERTISEMENTS

## NAVAL STORE OFFICER.

## NOTICE.

APPLICATIONS are invited for the Post of STOREHOUSEMAN in H. M. NAVAL YARD.  
For Particulars, apply personally to the NAVAL STORE OFFICER between the hours of 10.30 and 11 A.M.

BY ORDER.

H. M. Naval Yard,  
8th September, 1900. [2376]

VICTORIA RECREATION CLUB.  
AQUATIC SPORTS.

THURSDAY, September 20th, at 5 P.M.  
Lengths (133 Yards) Race (scratch).  
Open to Army, Navy and Police. Two Prizes.  
No Entrance Fee.

FRIDAY, September 21st, at 4.30 P.M., 200 Yards Championship of the Colony. 5 Lengths.  
Open to all comers. Two prizes. Entrance Fee \$1.00.  
Entries for both Races CLOSE on 13th instant.

THOS. YULE.

Hongkong, 8th September, 1900. [2377]

## THE HONGKONG RIFLE ASSOCIATION.

WEATHER permitting, there will be a SPOON COMPETITION over the Interport Ranges TO-DAY (SATURDAY), the 8th September, at 3 P.M.

MOWBRAY S. NORTHCOTE.

Hongkong, 8th September, 1900. [2378]

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden. It is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Howling Abays and Billiards.  
The Cuisine is Excellent.  
J. W. OSBOURNE, J. H. DOWNS,  
Proprietor. Manager.  
Hongkong, 8th September, 1900. [2378]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

## "HALLOONG."

Captain Bithurst, will be despatched for the above port TO-DAY, the 8th inst., at 5 P.M.  
For Freight or Passage, apply to  
DOUGLAS LAPEAK & CO.,  
General Managers.  
Hongkong, 8th September, 1900. [2379]

## FOR NAGASAKI, YOKOHAMA AND KOBE.

THE Steamship

## "SERBIA."

Captain Sachs, will be despatched for the above ports TO-DAY, the 8th inst., at 5 P.M.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 7th September, 1900. [2379]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

## "PATROCLUS."

Captain Dickens, will be despatched as above on TUESDAY, the 16th October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 7th September, 1900. [2374]

## FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

## "SERBIA."

Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,  
Agents.  
Hongkong, 7th September, 1900. [2372]

## THE HONGKONG WEEKLY PRESS is

now ready and contains:—

Lending Articles:—  
The Proposed Retreat from Peking.  
The New China Blue-book.  
The Missionary Question.  
The Crisis and the Telegrams.  
South Africa.

The Crisis: Telegrams.  
Casualties of the North-China Field Force.  
Supreme Court.  
The Entry into Peking.  
The Crisis in China.  
The New Royal Naval Canton.

Amoy.  
Swatow.  
Formosa.  
Manila.  
Correspondence.  
The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.  
Hongkong Cricket Club.  
The Royal Hongkong Golf Club.  
Hongkong Volunteer Corps.  
Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 2s.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to address sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 7th September, 1900.

## NEW ADVERTISEMENTS

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO SHANGHAI.

"MELPOMENE,"  
Captain C. Matcovich, will leave for the above place on or about SATURDAY, the 15th inst. For Freight or Passage, apply to  
SANDER, WELER & CO.,  
Agents.  
Hongkong, 8th September, 1900. [2376]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamers

"PATROCLUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 15th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th instant.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 7th September, 1900. [2374]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (SATURDAY),

the 8th September, 1900, at No. 2, Ball's Court, Bonham Road, at 2.30 P.M.,

THE WHOLE OF THE

VALUABLE HOUSEHOLD FURNITURE

contained therein.

Comprising—  
DRAWING ROOM—FANCY CHAIRS.

TABLES, CURTAINS.

DINING ROOM—EXTENSION DINER.

WAGGONS, DINNER, TEA and DESERT SETS, CUTLERY, GLASSWARE, &c.

BEDROOMS—Double and Single BED-STEADS, TOILET TABLES, DRESSING TABLES, &c., &c.

COOK HOUSE—STOVE and COOKING THINGS.

Also

A Large Variety of PLANTS in POTS.

TERMS:—As Customary.

Catalogues will be issued.

On View Friday, the 7th September, 1900.

JOHN ANDREW,  
Auctioneer.  
Hongkong, 4th September, 1900. [2349]

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received

instructions to Sell by

PUBLIC AUCTION

THE FOLLOWING

VALUABLE LEASEHOLD

PROPERTIES.

Situate at ROBINSON ROAD, Victoria.

Hongkong, in 6 Lots.

FRIDAY,

the 14th September, 1900, at 3 P.M., at his

Sale Rooms, Ice House Lane.

Lot 1.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

Section A of Inland Lot No. 704, containing an

area of 7,576 square feet or thereabouts.

Lot 2.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

Section B of Inland Lot No. 704, containing an

area of 8,705 square feet or thereabouts.

Lot 3.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

Section C of Inland Lot No. 704, containing an

area of 8,328 square feet or thereabouts.

Lot 4.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

Section D of Inland Lot No. 704, containing an

area of 7,020 square feet or thereabouts.

Lot 5.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

Section E of Inland Lot No. 704, containing an

area of 6,778 square feet or thereabouts.

Lot 6.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

The Remaining Portion of Inland Lot No. 704,

containing an area of 14,985 square feet.

All the above described Lots are held for the

residue of a term of 999 years and are sold sub-

ject to the existing Tenancy.

For further particulars, apply to—  
C. EWENS,  
Vendor's Solicitor,  
or to  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 6th September, 1900. [2362]

## PUBLIC AUCTION.

THE Undersigned has received instructions

from MR. ATTACK, Furniture Dealer

(owing to his removal to new premises), to

sell by Public Auction, on SATURDAY, the

15th September next, at his Store, 39, Queen's

Road Central, the portion of his

STOCK-IN-TRADE, FURNITURE,

FIXTURES, &c., &c.

TERMS:—As Usual.

V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 31st August, 1900. [2315]

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING

will be held in the PAVILION on MON-

DAY, 17th September, at 5.15 P.M.

P. A. COX,  
for Hon. Secretary.  
Hongkong, 5th September, 1900. [2353]

## MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for

Lessons in Violin, Mandolin and

Portuguese Guitarra.

For terms, &c., apply to  
ROBINSON PIANO CO.  
or to  
LANE, CRAWFORD & CO.  
Hongkong, 7th September, 1900. [2370]

## TO SHIPMASTERS.

ENQUIRE where your FRESH WATER

is obtained by the Water Boats, as FOUR

WATER is the cause of much Sickness on board

Ships.

We are the ONLY WATER BOAT COMPANY

in HONGKONG EXCLUSIVELY supplying

FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO.,  
STEAM WATER BOAT COMPANY.  
Hongkong, 9th October, 1895. [1763]

## INSURANCES.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 20th May, 1895. [236]

## SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

HOTZ, SJACOB & CO.,  
Agents.  
Hongkong, 2nd April, 1900. [1023]

## SUN LIFE ASSURANCE COMPANY OF CANADA.

HEAD OFFICE: MONTREAL.

THE above Company is prepared to issue

UNCONDITIONAL POLICIES on

all approved plans, and will settle claims im-

mediately upon receipt of proof of death and

without reference to the Head Office.

For Rates and other Particulars, apply to  
W. J. G. WHITLEY, Acting Manager,  
8, Praya Central. [2372]

## NORTH BRITISH AND MERCHANT INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899,

£14,499,939.

I. AUTHORIZED CAPITAL £3,000,000 0 0

SUBSCRIBED CAPITAL 2,750,000 0 0

PAID-UP CAPITAL 887,500 0 0

II. FUND 2,731,183 13 7

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

SHAW, TOMES & CO.,  
Agents.  
Hongkong, 22nd June, 1900. [1872]

## SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1892. [25]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATEL.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

REUTER, BRÜCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [19]

## SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE

POLICY is the MOST ADVANTAGEOUS

form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures

the following:—

£2,000 in case of death by accident.

£1,000 in case of natural death.

£1,000 in case of permanent total disablement

by accident.

£500 in case of partial total disablement by

accident.

£6 per week in case of temporary disablement

by accident.

Accidents insured against for £1 and £2 per

annum (£1,000 in case of death, by weekly pay-

ments in case of injury).

For further Particulars apply to  
J. Y. Y. VERNON,  
Agent.  
Hongkong, 8th June, 1896. [1774]

## PHENIX FIRE OFFICE.

The Undersigned are now prepared to

GRANT POLICIES of INSURANCE

against FIRE at Current Rates.

DOUGLAS LAPEAK & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [27]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1872. [24]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL £410,000.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at

Current Rates.

WM. ME. BRINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. [1512]

## "L'UNION"

FIRE INSURANCE COMPANY, Ltd.

(Established 1828).

THE Undersigned, having been appointed

GENERAL AGENT for the above

Company, is prepared to ACCEPT RISKS

at current rates.

Claims settled direct without reference to the

Head Office.



**Complete Foods,  
STERILIZED, and  
needing the addition  
of hot water only.**

To be prepared for use by the  
Addition of COW'S MILK, or  
with No. 1 MILK FOOD.

Requiring a light and easily digested diet.

**Infant's Food Manufactory:  
MILLS, HERTFORDSHIRE.**



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	PARANATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA SUEZ CANAL	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
LIVERPOOL DIRECT	HECTOR	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 20th inst.
BRESEN, VIA PORTS OF CALL	PREUSSEN	Fren. str.	—	Schmitz	MESSAGERIES MARITIMES	On 20th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	YARRA	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
MARSEILLES, &c.	SIBIRIA	Ger. str.	—	Braum	CARLOWITZ & CO.	On or about 21st inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 21st inst.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Schels	CARLOWITZ & CO.	On or about 21st inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuder	CARLOWITZ & CO.	On or about 21st inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st inst.
NEW YORK VIA SUEZ CANAL	AFRIDI	Brit. str.	—	Hildebrandt	DODWELL & CO. LIMITED	On or about 21st inst.
NEW YORK VIA SUEZ CANAL	OLENESE	Brit. str.	—	J. S. Cox	SHEWAN, TOMES & CO.	On or about 21st inst.
NEW YORK VIA SUEZ CANAL	ORWELL	Brit. str.	—	G. A. Lee, R.N.R.	JARDINE, MATHESON & CO.	On or about 21st inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	J. Kennedy	CARLOWITZ & CO.	On or about 21st inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI	DUKE OF FIFE	Brit. str.	—	J. S. Cox	DODWELL & CO. LIMITED	On 26th inst.
VANCOUVER VIA SHANGHAI, &c.	EMPERESS OF JAPAN	Ger. str.	—	J. Kennedy	CANADIAN PACIFIC R. CO.	Quick despatch.
PORTLAND, OREGON, &c.	SKARPSNO	Brit. str.	—	J. Kennedy	T. M. STEVENS & CO.	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI, &c.	MONMOUTHSHIRE	Amr. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 20th inst.
SAN FRANCISCO VIA AMOY, &c.	CITY OF PENING	Jap. str.	—	J. Kennedy	PACIFIC MAIL S. S. CO.	On 12th inst., at Daylight.
SAN FRANCISCO VIA NAGASAKI, &c.	AMERICA MARU	Brit. str.	—	J. Kennedy	O. & O. S. S. Co.	On 27th inst., at Noon.
SAN FRANCISCO VIA NAGASAKI, &c.	GAZCO	Brit. str.	—	J. Kennedy	BUTTERFIELD & SWIRE	On 27th inst.
SAN FRANCISCO VIA NAGASAKI, &c.	BERGHEUS	Brit. str.	—	J. Kennedy	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
AUSTRALIAN PORTS	TAIWAN	Jap. str.	—	J. Kennedy	P. & O. S. N. Co.	On 28th inst., at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	SHINANO MARU	Brit. str.	—	J. Kennedy	SIEMSEN & CO.	On or about 15th inst.
NAGASAKI, YOKOHAMA & KOBE	ROSETTA	Ger. str.	—	J. Kennedy	NIPPON YUSEN KAISHA	On or about 15th inst.
NAGASAKI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	J. Kennedy	MESSAGERIES MARITIMES	On or about 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	INDUS	Brit. str.	—	J. Kennedy	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TIENSIN	Brit. str.	—	J. Kennedy	SANDER, WIEBER & CO.	On or about 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BENGAL	Brit. str.	—	J. Kennedy	DOUGLAS LAUREL & CO.	On or about 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MELBOURNE	Brit. str.	—	J. Kennedy	MITSU BUSSAN KAISHA	On or about 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAILONG	Jap. str.	—	J. Kennedy	MITSU BUSSAN KAISHA	On or about 15th inst.
SWATOW, AMOY & TAMSUI	TAMSHI MARU	Jap. str.	—	J. Kennedy	SHEWAN, TOMES & CO.	On 19th inst., at Daylight.
SWATOW, AMOY & TAMSUI	ANPIN MARU	Brit. str.	—	J. Kennedy	BUTTERFIELD & SWIRE	On 19th inst., at 5 P.M.
MANILA DIRECT	ESMERALDA	Brit. str.	—	J. Kennedy	DAVID SASSOON, SONS & CO.	On 20th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LOHITING	Brit. str.	—	J. Kennedy	CARLOWITZ & CO.	On 21st inst., at Noon.
SINGAPORE, PENANG & BOMBAY	BISAGNO	Ital. str.	—	J. Kennedy	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	J. Kennedy	NIPPON YUSEN KAISHA	On 19th inst., at Noon.

## SHIPPING.

**ARRIVALS.**  
 Sept. 7, NAIKING, British transport, 2,862.  
 W. H. Edge, Shanghai 3rd September.  
 Sept. 7, LATOORA, British transport, 2,124.  
 J. Anderson, Calcutta 26th August.  
 Sept. 7, HONGKONG, French str., 862, Pannier.  
 Haiphong 5th Sept. and Hoihow 6th, General.  
 Sept. 7, FUSHUN, British str., 1,504, W. H. Lunt, Canton 6th September, General.  
 Sept. 7, SERBIA, German str., 3,600, F. Lach, Hamburg 27th July, General.—SIEMSEN & CO.  
 Sept. 7, PATROCLOS, British str., 3,548, E. G. Dickens, Liverpool 3rd August and Singapore 2nd September, General.—BUTTERFIELD & SWIRE.  
 Sept. 7, HAILONG, Brit. str., 783, H. Bathurst, Swatow 4th Sept., General.—DOUGLAS LAUREL & CO.  
 Sept. 7, LUTCH, German gunboat, Dahnhardt, Singapore 1st September.  
 Sept. 7, BENVOLUNT, British str., 1,250, Thompson, Antwerp 20th July and Singapore 1st Sept., Coals.—GIBB, LIVINGSTON & CO.  
 Sept. 7, PETARCH, German str., 1,252, Vecker, Saigon 4th September, Rice.—SIEMSEN & CO.  
 Sept. 7, LYREMOON, German str., 1,258, G. Heuermann, Shanghai 4th Sept., General.—SIEMSEN & CO.  
 Sept. 7, INDEPENDENT, Ger. str., 871, Holtz, Swatow 6th September, Ballast.—SANDER, WIEBER & CO.  
 Sept. 7, SHANGHAI, British str., 1,250, Carnaghan, Hongkong 4th September, Coal.—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the Harbour Master's Office.  
 7th September.  
 Hermes, Norwegian str., for Hongkong.  
 Serbia, German str., for Nagasaki.  
 München, German str., for Sydney.  
 Thales, British str., for Swatow.  
 Sado Maru, Jap. str., for Haiphong.  
 Feiching, British str., for Haiphong.  
 Hanai, French str., for Haiphong.  
 Sunghing, British str., for Manila.  
 Mennur, British str., for Manila.  
 Benoit, British str., for Kiochow.

## DEPARTURES.

Sept. 6, SIAM, British str., for Singapore.  
 Sept. 7, HUE, French str., for Kwong-chow-wan.  
 Sept. 7, HIKOSAN, Maru, Japanese str., for Kuchinotsu.  
 Sept. 7, SANDAKAN, German str., for Sandakan.  
 Sept. 7, MUNCHEN, German str., for Swatow.  
 Sept. 7, THALES, German str., for Canton.  
 Sept. 7, HINCH, British str., for Canton.  
 Sept. 7, SADO MARU, Jap. str., for Haiphong.  
 Sept. 7, FEICHING, British str., for Haiphong.  
 Sept. 7, HANAI, French str., for Haiphong.  
 Sept. 7, SUNGLANG, British str., for Manila.  
 Sept. 7, MENNUUR, British str., for Manila.  
 Sept. 7, BENVOLUNT, Brit. str., for Kiochow.  
 Sept. 7, DALHOUSIE, Royal Indian Marine, for Weihaiwei.  
 Sept. 7, INDIA, British transport, for Weihaiwei.  
 Sept. 7, SINAI, French transport, for Taku.  
 Sept. 7, AACHEN, German transport, for Taku.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—  
 Kowloon Dock—U.S.S. Monterey, Argus, Esmeralda, Longmoon, Olympia, Kong Beng, Canning, Tai On, Pakshan.  
 COSMOPOLITAN DOCK.—Stanfield, Nanshan.

## SHIPPING REPORTS.

The British transport Nairung, from Shanghai 3rd September, had fine and clear weather all the voyage; awaiting orders.  
 The German steamer Serbia, from Hamburg 27th July and Singapore 1st Sept., had light N.W. wind and light southerly sea.  
 The British steamer Hailong, from Swatow 6th September, had light westerly wind and fine, clear weather. Steamers in Swatow—Stechnen, Tamsui, Chungking and Wuehgan.

## VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA DIRECT.

THE Company's Steamship  
 "ESMERALDA,"  
 Captain Geo. T. Blackland, will be despatched as above on WEDNESDAY, the 12th September, at 5 P.M.  
 This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.  
 A doctor is carried.  
 For Freight or Passage, apply to  
 SHEWAN, TOMES & CO.  
 General Managers.  
 Hongkong, 8th September, 1900. [2361]

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"LIGHTNING,"  
 Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 8th inst., at 1 P.M.  
 For Freight or Passage, apply to  
 DAVID SASSOON, SONS & CO.,  
 Agents.  
 Hongkong, 3rd September, 1900. [2321]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

## THE Company's Steamship

"TAMSHI MARU,"  
 Captain H. Nagata, will be despatched for the above ports TO-MORROW, the 9th inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
 THE MITSUI BUSSAN KAISHA,  
 Agents.  
 Hongkong, 4th September, 1900. [15]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

## NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 10th September, 1900, at 1 P.M., the Company's Steamship "YARRA," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via COLOMBO with the s.s. Ville de la Citadelle, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
 Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
 For further Particulars, apply to the Company's Office.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 28th August, 1900. [2]

## FOR PORTLAND, OREGON.

(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).

## THE Steamship

"SKARPSNO,"  
 due here Monday Next, the 10th inst.  
 For Freight Rates, apply to  
 T. M. STEVENS & CO.,  
 4, Queen's Road Central.  
 Hongkong, 6th September, 1900. [2365]

## NAVIGAZIONE GENERALE ITALIANA

(FLORIO AND RUBATTINO UNITED COMPANIES).

## STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERMAN GULF and BANGAL, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BISAGNO,"  
 Captain Mazzanti, will be despatched as above on TUESDAY, the 11th inst., at Noon.  
 At Bombay the steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 5th September, 1900. [37]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	{ BOMBAY, SINGAPORE and CO. } S. Yoshizawa	THURSDAY, 12th Sept., at NOON.
YAWATA MARU	{ NAGASAKI, KOBE and YOKO- } A. E. Moses	THURSDAY, 24th Sept., at NOON.
KAWACHI MARU	{ MARSEILLES, LONDON, and } J. S. Thompson	FRIDAY, 21st Sept., at DAYLIGHT.
SHINANO MARU	{ SYDNEY and MELBOURNE, via } J. S. Thompson	FRIDAY, 26th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 4th September, 1900. [12]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

## NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBIRIA	{ HAVRE with transhipment in Hamburg } Capt. Braum	{ About 21st } Freight and Passage.
SAXONIA	{ HAVRE and HAMBURG } Capt. Jager	{ About 30th } Freight.
SERBIA	{ HAVRE with transhipment in Hamburg } Capt. Sachs	{ About 12th } Freight.
KONIGSBERG	{ HAVRE and HAMBURG } Capt. Schuder	{ About 20th } Freight and Passage.
BAMBERG	{ HAVRE and HAMBURG } Capt. Jacobs	{ About 31st } Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to  
 CARLOWITZ & CO.,  
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
 OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 21st August, 1900. [13]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPERESS OF JAPAN," Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 26th Sept., 1900

"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900

"EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
 D. E. BROWN, General Agent,  
 Pedder Street.  
 Hongkong, 30th August, 1900. [9]

## VESSELS ON THE BERTH

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
 IN CONNECTION WITH  
 NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
* DUKE OF FIFE	3,821	J. S. Cox	Sept. 8	MONSHIRE	2,873	J. Kennedy	Oct. 20
OLYMPIA	3,837	J. Trubridge	Sept. 18				
GLENGOLE	3,750	W. Frakes	Sept. 18				
QUEEN ADELAIDE	2,832	E. McNair	Sept. 29				

\* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £47.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, £38.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash. For Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to  
 DODWELL & CO. LIMITED,  
 General Agents.  
 Hongkong, 5th September, 1900. [10]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PRINZESS IRENE	WEDNESDAY 9th January, 1901.
PREUSSEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SACHSEN	WEDNESDAY 20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.



## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANÇAIS.FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
The Company's Steamship

"INDUS".  
Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 10th instant, instead of as previously notified.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 7th September, 1900. [2]

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
"AFRIDI"  
will be despatched for the above port on or about the 12th instant, and will be followed by the Steamship  
"MARIA DE LARRINAGA"  
on or about the 25th instant.  
For Freight, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 6th September, 1900. [2054]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship  
"PARRAMATTA".  
Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France and India for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 3rd September, 1900. [1]

SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

The Steamship  
"GLENESK"  
will be despatched for the above port on or about 15th September, 1900.  
To be followed by Steamship  
"ANAPA,"  
about 15th October.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 29th August, 1900. [2223]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS".  
Captain Barrow, will be despatched as above on TUESDAY, the 18th September.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES).

THE Company's Steamship

"HECTOR".  
Captain Barr, will be despatched as above on THURSDAY, the 20th September.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th August, 1900. [2203]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

Corric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th August, 1900. [14]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCIBIOUS".  
Captain Palfrey, will be despatched as above on TUESDAY, the 2nd October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 29th August, 1900. [2278]

## VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAY-LIGHT.

Hongkong MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept. 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 29th August, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

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Hongkong, 25th August, 1900. [14]

OCEAN STEAMSHIP COMPANY.

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THE Company's Steamship

"ALCIBIOUS".  
Captain Palfrey, will be despatched as above on TUESDAY, the 2nd October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 29th August, 1900. [2278]

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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J. S. VAN BUREN,  
Agent.  
Hongkong, 29th August, 1900. [5]

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 29th August, 1900. [5]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU".  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 5th September, 1900. [1443]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ORWELL"  
will be despatched as above on or about the 25th instant.  
For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 5th September, 1900. [2356]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA".  
Capt. Hildebrandt, will be despatched for the above port on or about 10th October.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 31st August, 1900. [2317]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay, in Hongkong Harbour:—

Norwood, British ship, Thos. Roy.—Order.

PETER ENKEMER, German ship, Scholer.—

Kamohai, Danish ship, Karberg &amp; Co.

AUSMANIAN, British steamer, Helma.—Gibb, Livingston &amp; Co.

LIGHTNING, British str., Spence.—D. SASSOON, Sons &amp; Co.

## NOTICES TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY, LOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From London, ex s.s. *Rome and Orient*.From Zanzibar, ex s.s. *Centura and Kohinur*.From Persian Gulf, ex s.s. *Kithen and Howanee*.From Madras, ex s.s. *Ellora*.

Optional goods will be landed here unless instructions are given to the contrary before 2 p.m., TO-DAY.

Goods not cleared by the 7th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 1st September, 1900. [1]

NAVIGAZIONE GENERALE ITALIANA (PIEMONTE AND SUBALPINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO".  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ &amp; CO., Agents.

Hongkong, 3rd September, 1900. [7]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG".  
OF THE HAMBURG-AMERICA LINE.  
The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 11th September, and THURSDAY, the 13th September, at 8.30 a.m.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS &amp; CO., Agents.

Hongkong, 5th September, 1900. [8]

PUBLIC COMPANIES.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1900, on or before the 15th September, on which date the Accounts will be CLOSED.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 24th August, 1900. [270]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that SCRIPS Number 1,260 to 1,262 for 300 SHARES of the above Company, numbered 119,633 to 119,635, in the name of S. I. TONG, of Tientsin, and that SCRIPS Number 1,269 to 1,274 for 600 Shares of the above Company, numbered 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scraps for same will be issued after One month from the date hereof, and the Original Scraps will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

LUTGENS, EINSTAMANN &amp; CO., General Agents.

Hongkong, 30th August, 1900. [2311]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of 81 per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE, on 5th October next, to the undersigned at the Registered Offices of the Company, 38 and 40, Queen's Road Central, Hongkong.

JOHN D. HENDERSON &amp; SON, General Managers.

Hongkong, 4th September, 1900. [2347]

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS JULY to DECEMBER, 1899. With INDEX Price \$7.50.

Hongkong Daily Press Office, Hongkong, 3rd July, 1900. [1897]

## HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &amp;c.

PAUL BREWITT, 2, Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES &amp; HUGH, Auctioneers to the Government, and Share and General Brokers, corner Leo House Street and Praya Central.

V. I. REMEDIOS, Auctioneer, Appraiser and Agent, 8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL, Excellent Accommodation, \$2.50 per day, 40 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE, The only office in China having European taught workmen. Equal to Home Work.



